MARINE REVIEW.

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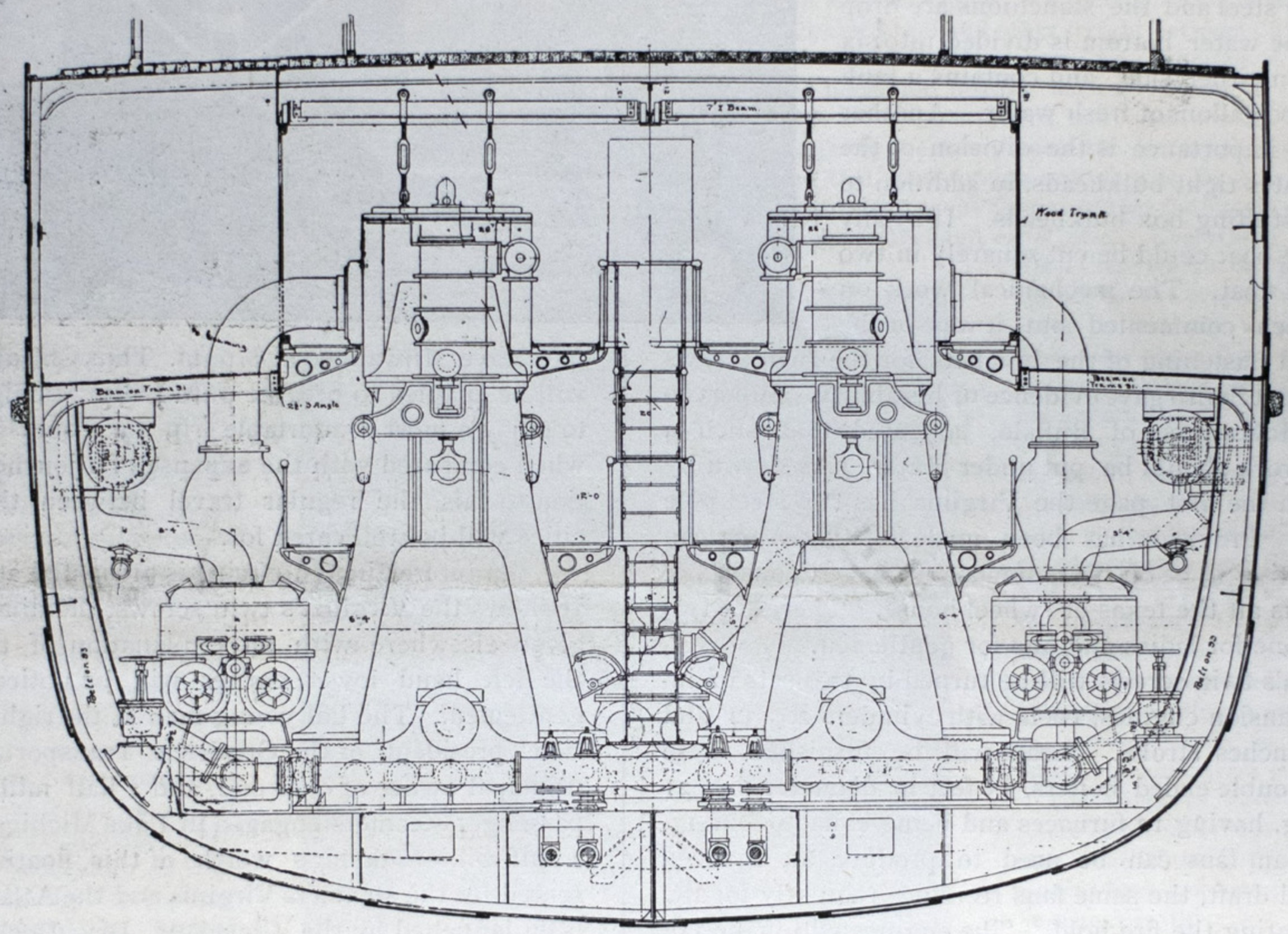
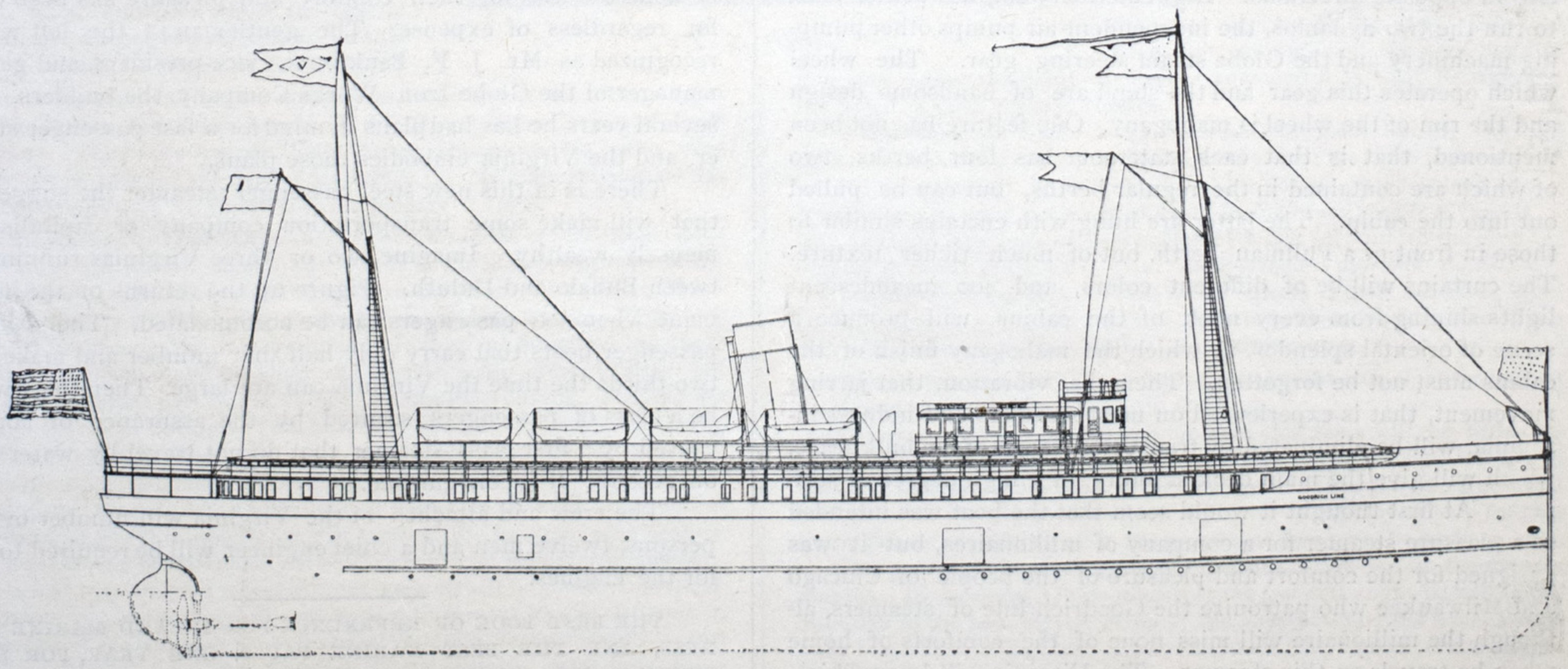
STEEL PASSENGER STEAMSHIP VIRGINIA.

BUILT BY THE GLOBE IRON WORKS COMPANY. OWNED BY THE GOODRICH TRANSPORTATION COMPANY.



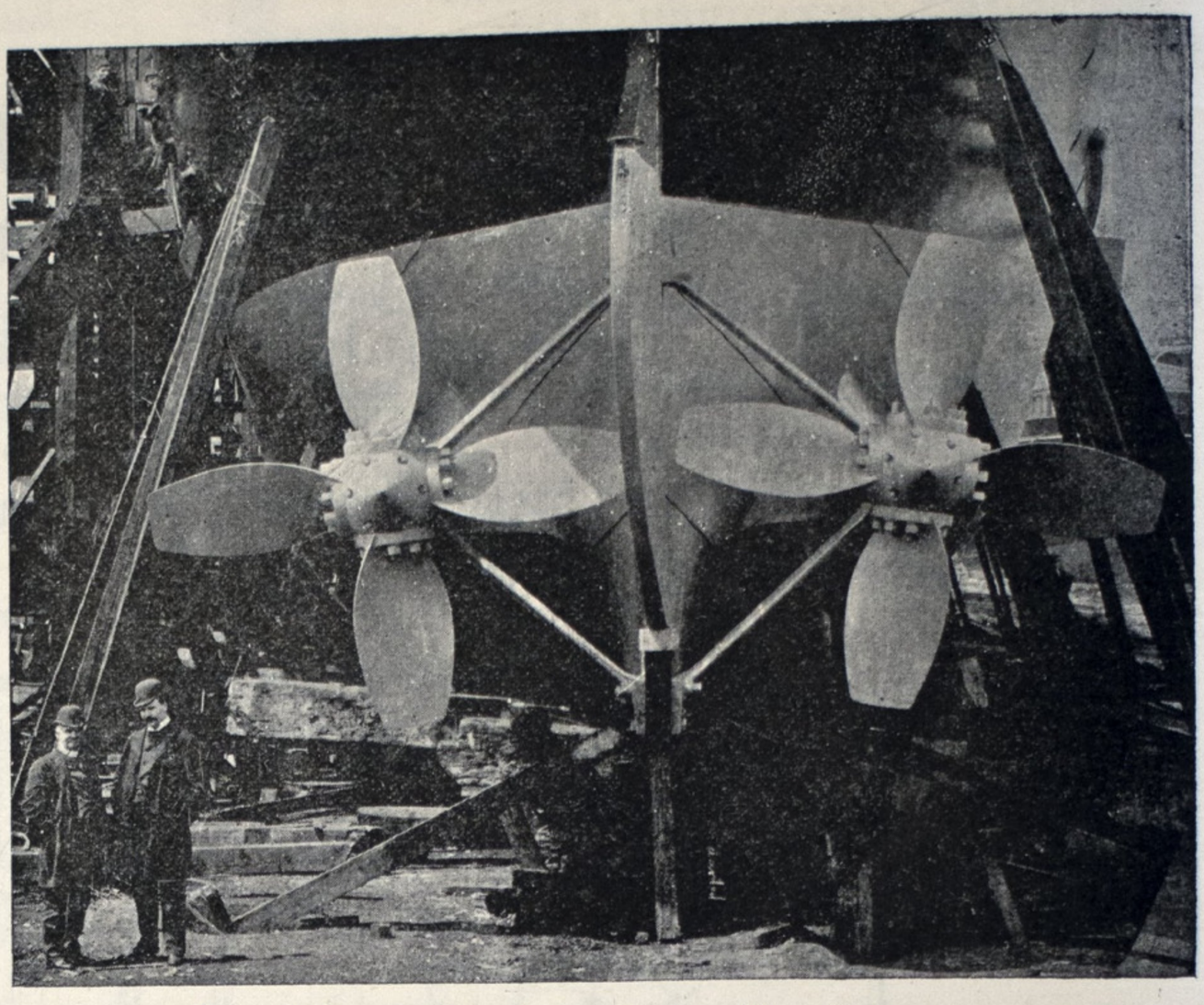
CROSS SECTIONAL VIEW, SHOWING THE TWO TRIPLE ENGINES.



SIDE ELEVATION, SHOWING OUTLINE OF HULL AND DECK ARRANGEMENT.

Steel Passenger Steamship Virginia.

BUILT BY THE GLOBE IRON WORKS COMPANY FOR THE GOODRICH TRANSPORTATION COMPANY.



Virginia is the name of the trimmest, neatest, handsomest and most elegantly appointed passenger steamship built on any inland water, and more than that she is the finest ship that flies the American flag. The extravagent expressions about her yacht-like lines and her sylph like mold are all contained in the fact that her per cent. of fullness or co-efficient is .61 fully .15 less than any large steamer on the lakes, and equal to the finest lined ocean steamship. The dimensions of the hull are 278 feet over all, 260 feet keel, 38 feet beamand 25 feet deep. It is built of high test steel and the stanchions are drop forged steel. The water bottom is divided into six sections three on either side, and contains a tank that will hold 4,500 gallons of fresh water. Another feature of equal importance is the division of the hull into six water tight bulkheads, in addition to the collision and stuffing box bulkheads. If by any possible force the boat could be cut squarely in two both ends would float. The mechanical work on the hull has been commented but it was in the stern plating and fastening of the brackets for the twin screws that Superintendent Smith gave evidence of his ability. Supervising Inspector McMasters, of Buffalo, lamented that such a pretty piece of work should be put under water. As shown by the engraving on the first page the Virginia has two steel pole spars with gaffs. Provision has been made for that American proclivity of wanting to be on the topmost deck. It consists of observation cabins aft the texas or wheel-house. There are two of these cabins, one for ladies and one for gentlemen.

The Virginia's twin screws will be turned by two sets of inverted triple expansion engines, each with cylinders 20, 32 and 52 inches by 36 inches stroke. Steam will be furnished these engines by two double-ended boilers, 13 feet in diameter by 21 feet 2 inches long, having 12 furnaces and being equal to four 13-foot boilers. Steam fans can be used to produce an induced rather than forced draft, the same fans running regularly for the purpose of ventilating the fire hold. The engines will make 130 revolutions while driving the boat 18 miles an hour, the starboard wheel being turned to the right and the port wheel to the left, in opposite directions. Eight auxiliary engines will be used to run the two dynamos, the independent air pumps,other pumping machinery and the Globe steam steering gear. The wheel which operates this gear and the stand are of handsome design and the rim of the wheel is mahogany. One feature has not been mentioned, that is that each stateroom has four berths, two of which are contained in the regular berths, but can be pulled out into the cabin. The latter are hung with curtains similar to those in front of a Pullman berth, but of much richer texture. The curtains will be of different colors, and 400 incandescent lights shining from every nook of the cabins, will produce a scene of oriental splendor, in which the mahogany finish of the cabins must not be forgotten. Then that vibration, that jarring movement, that is experienced on most steamers and induces insomnia, will be eliminated by transverse frames of the bulkheads, which will give the main deck stability, or a high degree of stiffness. At first thought it would seem that the boat was intended as a pleasure steamer for a company of millionaires, but it was designed for the comfort and pleasure of the people of Chicago and Milwaukee who patronize the Goodrich line of steamers, although the millionaire will miss none of the comforts of home when he travels on this steamer. The Virginia will leave Chicago at 9 o'clock each morning and, including the stop at Racine, will make the run to Milwaukee in five hours. Returning she will leave Milwaukee at 8 p. m. Thus Chicago's 1,000,000 people will be enabled to breathe pure Lake Michigan air for a day and to enjoy a most comfortable trip for a sum that is insignificant when compared with the expense of a journey by rail. In addition to this, the regular travel between these Lake Michigan cities will be well cared for.

An interesting engraving is presented at the top of this page. It shows the Virginia's twin screws, the dimensions of which are given elsewhere with an explanation of their operation. At the left hand lower corner will be noticed the figures of two gentlemen. The tall young man at the right is Mr. A. W. Goodrich, president of the Goodrich Transportation Company, and principal owner of over one and a half million dollars' worth of passenger steamers engaged in Lake Michigan business. Nearly a half million dollar's worth of this floating property is represented by the steamers Virginia and the Atlanta, the latter having been launched by the Cleveland Dry Dock Company recently. True as it is that Mr. Goodrich will realize on his investment, the obligation of Chicago, Milwaukee and Racine people should be none the less, for their comfort and pleasure has been cared for regardless of expense. The gentleman at the left will be recognized as Mr. J. F. Pankhurst, vice-president and general manager of the Globe Iron Works Company, the builders. For several years he has had plans in mind for a fast passenger steamer, and the Virginia embodies those plans.

There is in this new steel passenger steamer the suggestion that will make some transportation company or capitalist immensely wealthy. Imagine two or three Virginias running between Buffalo and Duluth. Figure up the returns on the investment when 300 passengers can be accomodated. The profits of passenger boats that carry only half that number and make only two-thirds the time the Virginia can are large. Then there would be a class of passengers secured by the assurance of comfort caused by a first class steamer that do not travel by water now, on account of inconvenience.

The crew and attaches of the Virginia will number over 60 persons; twelve men and a chief engineer will be required to care for the engines.

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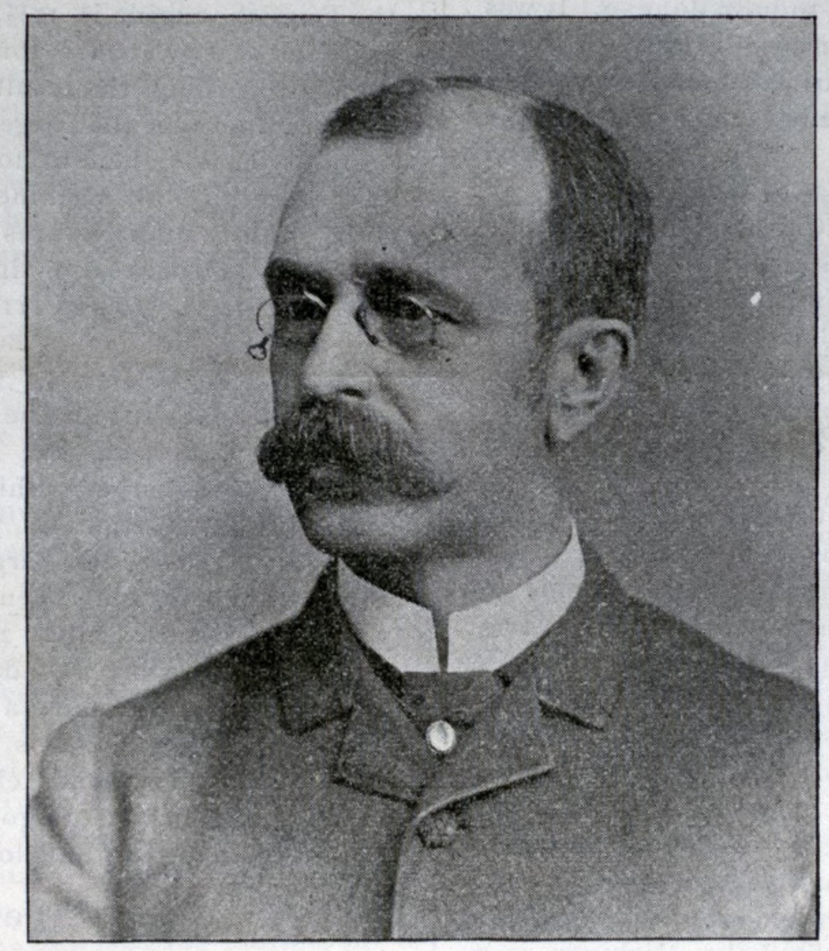
The Steamship E. C. Pope—A Great Hull.

Special Correspondence to the MARINE REVIEW.

DETROIT, Mich., May 7.—Of about sixty-five steel steamships now afloat on the lakes none are of better model or more substantial construction than the boat launched by the Detroit Dry Dock Company at Wyandotte, Saturday, and named for Mr. E. C. Pope, of Cleveland, who handles the product of the big Norrie mine, of the Gogebic range, the greatest iron ore property of the world. The boat has a number of new and excellent features, and a great deal of interest attended the launching, as she will be, when in commission shortly, the largest carrier on fresh water. The big hull—337 feet over all, 42 feet beam and 24 feet hold—was especially attractive before leaving the stocks, on account of its even lines and a well proportioned sheer. In the bows the plating is doubled, or filled in for a distance of several feet back, and the danger of this important part of the vessel being stove in by ice or contact with an obstruction of any kind is lessened accordingly. This is a feature with the steel propellers of the Detroit Dry Dock Company.

A total of 272,000 rivets enter into the construction of the boat and in this connection it may be interesting to note that this company keeps a record of plates, beams, rivets, etc., that is wonderful in its completeness. The manufacturers of the plate are required to mark the weight on every plate going to the shipyard. The plate on arriving at the yard is measured and must come within a specified weight according to size. This test is adhered to very closely as are also several similar safeguards against faulty construction. Each plate going into the hull is numbered and a record kept of its dimensions, so that in event of the boat meeting with an accident that would require the substitution of new plates the work can be done more readily.

The launch was attended by Mr. Pope and a party of friends from Cleveland, and there were many distinguished people among those who went down to the shipyard from Detroit. The ferry steamer Garland accommodated several hundred guests of the dry dock company and a number of the small steamers and yachts were also placed in use for the occasion. Senators Hoar, Hale, Dolph and Gray were among a party of gentlemen who viewed the launch from Senator McMillan's yacht Idler. They are members of a senatorial committee on Canadian relations now carrying on investigations in Detroit. The launch occurred as soon as the boat could be gotten ready after the Detroit excursionists had arrived and was highly successful. As with all of their launches the time for giving the order to let the boat go was agreed upon by telephone, the Messrs. Kirby standing at Bell instruments stationed at both ends of the boat.



E. C. POPE.

Mr. E. C. Pope, for whom the boat is named, and whose portrait appears on this page, is among the largest of the Cleveland dealers in iron ore and he also deals extensively in metals. He is agent for the Norrie and other mines of the Metropolitan Iron and Land Company. The house was originally Tuttle, Masters & Co., who were succeeded in 1883 by the firm of Masters & Co., Mr. Pope buying the interest of his partner, W. U. Masters, on January 1, 1886.

This steamer is expected to carry 2,700 gross tons of ore from Lake Superior on the normal canal draft. She is in the main a duplicate of the Maryland, owned by the Inter-Ocean Transportation Company and engaged in the ore trade between Escanaba and South Chicago. The new boat will however, carry 75 to 100 tons more than the Maryland, as there is less space taken up by the shaft, the engines being situated further aft. Another important part in her build is a bulkhead running fore and aft through her water bottom. This bulkhead will permit of the boat being listed on either side when at the dock, so as to facilitate the movement of cranes or other machinery in handling cargo. In her stern directly over the propeller there is an arrangement of hooks to be used in handling her sectional wheel in event of one or more of the buckets being broken. As the vessel can be lowered at the head by her water ballast arrangements, the work of repairing her wheel without docking will be greatly simplified. Her triple expansion engines will have cylinders 22, 35 and 56 inches in diameter and she will have two cylindrical boilers, 14 feet 2 inches by 11 feet 6 inches, allowed a working pressure of 160 pounds. With machinery aboard, the big boat drew 3 feet forward and 8 feet aft, or an average of 5½ feet. The bottom of the hull for a distance of a few inches above the water line when the boat had settled was painted red, and it was certainly flattering to the builders to note after the launch that the water line and the line known as the dead line formed exact parallels. There will be no costly mahogany finish to the cabins, and the houses are also plain in outward appearance, but the quarters are roomy and comfortable. She will have pole spars and one stack 7½ feet in diameter, bearing the yellow band characteristic of the boats managed by Capt. James Millen. If possible the boat will be made ready in Detroit this week, so as to leave on her first trip about Wednesday next. She is owned by the Dry Dock Navigation Company and will engage in the Lake Superior ore trade. Capt. George Miner will be in command, with Engineer Snyder, formerly in the Iron King, in charge of her machinery.

An English Promoter's Scheme—Detroit Matters.

Special Correspondence to the MARINE REVIEW.

DETROIT, Mich., May 7.—The story sent out from Chicago some time ago, about the plans of a certain promoter in this country for securing the enlistment of English capital in a transportation company to carry on a business in dressed beef and other freight between Chicago and European seaports, was not altogether visionary, although it had many ragged edges. Bold plans for floating such a company in England within the next two years are being arranged, and vessel owners here who have been given an insight to the data prepared so far, say they would not be surprised to find that some foreign capital will be secured as soon as the Canadian government gives assurance that the canals of the St. Lawrence will be enlarged to Welland canal size. Everything depends, however, upon these works being improved. It is the aim of the projectors of the scheme to make it entirely an English enterprise. They have plans from Clyde shipbuilders for steamboats of Welland canal size which are guaranteed to withstand ocean traffic and carry such freight as dressed beef at a big profit, according to estimates based on present charges. Although this would seem almost incredible, certain lake vessel owners who have been shown the plans and figures say they have been won over to considering the project favorably, at least as far as the success of floating the company is concerned, on account of the scheme of making it an English affair, and the immense traffic in dressed beef upon which the enterprise is founded.

The wreckers have already had a fair share of business this season. It is said that some of the Detroit owners of steam pumps have had better returns on their investment in this line than during all of last season. The Grummond tugs are all in commission. It was Capt. Laframboise, of the Leviathan, who did the first work of the season at the Straits in releasing the schooner Sigel on Friday last. Both the Champion and Swain, of the same line, are now stationed at the Sault, the former commanded by Capt. Rattrey, and the latter by Capt. Edward Tormey.

A trip along the river shows what an important bearing the coal strike, anticipated on May 1, might have had upon the lake trade were not for a settlement of differences. The Detroit & Cleveland Steam Navigation Company had fortified itself with a heavy supply at the Cleveland end, and long lines of cars loaded with fuel surrounded the docks of Stanley B. Smith & Co.'s big plant where steamers are now fueled in a few minutes from pockets. These docks always attract attention from boats passing up and down the river. Their facilities seem unlimited and they will undoubtedly do a big business this season.

The Detroit Dry Dock Company is putting in a pair of shear legs at its Wyandotte yard that will be 100 feet high.

It seems to be the general opinion here that there will be little improvement in the depth of water for some time to come. The decrease in the draft will have a big bearing on earnings but like everything else that cuts down the margin at this time it will have a tendency to help freights in the fall, as any falling off in the movement now must be made up later.

The passenger business gives promise of activity during the summer months. In speaking of this branch of the trade it might be well to call attention to the poor service given by the ferry boats on the river. Everybody remarks it. The boats are not fitted for the immense increase in business.

The Star-Cole Line, operating the Greyhound and Darius Cole between Detroit and Port Huron, is out with a handsome circular in the shape of a folder.

CHICAGO LAKE INTERESTS.

Department Edited by HOMER J. CARR, Office 210 So. Water Street.

CHICAGO, Ill., May 7.—The way vessel agents walk the floor nowadays looking for grain cargoes gives rise to a feeling of pity. The way they work for every cargo is evidence that they earn every cent that comes to them. Owners who sit in comfortable upholstered chairs in there offices and find fault with the worried and weary vessel broker in Chicago is ungrateful. If a shipper manifests a disposition to send forward a cargo he is the most courted individual on 'change. A dozen agents will be at his elbow. The man who lands the prize is as lucky as the prize winner in a lottery. Shippers continue to predict that the forward movement of grain is going to be light all through May and June. There is not much disposition to move the grain now in store here. The big speculators, who are holding it, are taking things easy. They do not care much whether the grain is in Chicago or on its way to the seaboard. The break in rates, Monday, was unavoidable. A rate of 1½ cents on wheat would bring some five cargoes; the old rate of 1¾ and 2 cents would bring only stray loads of corn and oats. Vesselmen hope that another break will not be forced on them. They cannot go much further. The rate of 1 cent on corn is said to be absolutely the bottom.

A Chicago letter that did not deal with Canal street bridge would not be within reason. It is uppermost talk along the river three days out of four. The jams are so frequent and so prolonged that there is no getting used to the nuisance. The longer the vesselmen try the bridge the less they like it and the madder they get. The Times, which was a red hot Cregier organ, said the other day that Canal street bridge beat Cregier for re-election. If it didn't, it ought to have done so. It was an infamous scheme pushed through by the late mayor to a personal and business friend. The united protests of the marine interests went unheeded. The vesselmen are now preparing to renew their war on the bridge in a way that is both wise and energetic. With Cregier retired they may have the bridge yanked up and carried away before long.

The agreement among the general agents of Chicago, Milwaukee and Detroit, not to further reduce hull insurance rates, is binding just so far as the companies think there is nothing to be gained by going lower. It is said that the present rates can not be further reduced with safety. For a business in which there is so little money there seems to be a vast amount of inexplicable anxiety and greed. When insurance companies on the great lakes are losing money, Chicago real estate men will be walking out of town.

The Owens have great faith that the Soo City is going to make money on the Chicago-Mackinac run. It is to be doubted. Chicago pleasure seekers have never taken much to Mackinac. Chicago people go to Wisconsin or the seashore. You will find twenty people from Cleveland at Mackinac to one from Chicago. It isn't the fashion here. Leopold & Austrian tried for two seasons to build up a distinctively Mackinac business, but they failed to make even an impression that gave them hope for the future. After two seasons they gave it up. The Soo City may do better. What fails one seasou may win the next, of course, but Chicago is not in love with Lake Michigan. The people say the lake is treacherous. I saw that expression in an article on steam yachts again in last Sunday's Herald. What does treacherous mean when applied to water? It sounds nice, but does it mean anything? Surely Lake Michigan is a fair, square lake. Before it is going to get on a high horse, it gives fair warning. There is probably no more treachery about Lake Michigan than the Dead Sea. But that one word causes the lake passenger business more money loss than can be computed. After the people have said a few thousand times that the lake is treacherous, they think it is bad.

The strike of ship carpenters at Miller Bros'. dry dock is still on. The firm say they will not yield, and will wait all summer before they will agree to the eight-hour day. For a fortnight they have been waiting very comfortably. They are getting a few men, but not enough to do much work.

Here in Chicago the difference between railroad and marine interests is strikingly shown. The railroads have had a man in the city council for many years, who did their bidding, and in return they re-elected him and gave him business that made him rich. Railroad officials knew it paid them to have him in the council. On the other hand, the marine had in Capt. J. S. Dunham, its first representative in the city council for many years, a decidedly able advocate of marine interests. Just at the close of his term he made a gallant, single-handed fight against the iniquitous scheme of the Northern Pacific to steal a large slice of the river. He enlisted by his personal efforts the support of some powerful newspapers, and the scheme was knocked out. If he had been a railroad man, every railroad influence would have been used for his re-election. Quite the contrary with the marine. His warmest opposition came from marine men. One prominent line worked openly for his defeat. Capt. Dunham from a money standpoint is a gainer by defeat, and with the dull times and poor business he is not sorry he was unsuccessful. But all this is told merely to show that in the inherent nature of things marine men can not hold together, like other interests, for a common purpose.

The marine interests seeking recognition from Washington, should not let it be forgotten that by means of the water route, wheat is carried from Chicago to New York for 5 cents a bushel, against 15 cents by all rail. Here is a clear saving of 10 cents on every bushel of grain now in Chicago elevators. When this rate was made, Tuesday, shippers said it was the lowest in the history of the grain trade. It is, of course, too low, but the farmers get the benefit just the same. Every bushel of grain in the west is worth from 7 to 10 cents more than it would be without water ways.

It is somewhat strange that as the morning papers here curtail their marine news columns the evening papers extend theirs. Both the Journal and Evening Post are giving much live marine news.

A rate of 1¼ cents on corn hurts the feelings of Capt. John Perew, of the A. P. Wright.

It will be a gay excursion party that comes up on the new Goodrich steamer Virginia from Cleveland. Joy will be unconfined.

English vs. Detroit Engines—McDougall's Experiment.

Special Correspondence to the MARINE REVIEW.

DULUTH, Minn., May 7.—Charles W. Wetmore, E. D. Bartlett and A. D. Thompson are the names that will be given to the three steam-barges now on the stocks at the yard of the American Steel Barge Company and known as Nos. 112, 113 and 114. A triple expansion engine built by the Northeastern Marine Engineering Company, of Sunderland, and now at the yard, will be placed in the Bartlett and its work will be compared with the work of an engine built by Hodge, of Detroit. The cylinders of the Hodge engine are 18, 30 and 48 inches by 36 inches stroke, while the English engine is 17½, 28 and 47 inches by 33 inches stroke. The experiment may attract some attention but the Detroit builders express no fear regarding the results of the comparison. They have built all of the machinery for the barges up to this time and have a plant that should certainly enable them to hold a fair share of the lake business. The cost of the foreign-built machinery is not definitely known but it is understood to be slightly under figures that have ruled on the lakes.

The whalebacks are already carrying off a big share of the business. The two barges 110 and 111, launched here last week, together with the 109, left here Monday for Buffalo in tow of the Joseph L. Colby, carrying in all 312,800 bushels of wheat. This is an amount greater than was ever before taken from the head of the lakes in a single tow. The shipments for last week were 422,000 bushels, all but two cargoes going on the McDougall barges. Shipments have been as follows: Propeller Sitka 60,000 bushels; barge 102, 78,000; barge 104, 86,000; James L. Colby, 67,500; barge 109, 81,800; barge 110, 81,500; 111, 82,000; Livingston, 49,000. Flour shipments have been W. H. Stevens 12,000 barrels; Emily P. Weed 23.000; Northern Light, 23,000; Livingston 7,000; total, 65,000 barrels.

Wheat in store Monday morning amounted to 5,065,000 bushels, against 4,825,000 bushels a year ago. There are also here 69,000 bushels of flax seed, 5,500 bushels of coarse grains and about 210,000 barrels of flour. The wheat under charter amounts propably to 1,200,000 bushels, of wh ch the bulk is to go in McDougall's barges. The latest charters were at 2¼ cents to Buffalo and 3¾ cents to Kingston.

The Insurance Tangle.

Special Correspondence to the MARINE REVIEW.

BUFFALO, N. Y., May 7.—There was no more need for the recent meeting here of the general agents engaged in lake hull underwriting than there is for putting a fire escape on a lumber barge. It was intended at first to have a conference at Chicago or Detroit, but as the Buffalo agents had no faith in the scheme and refused to go a rod out of their way, the western men came here to talk things over. A hull tariff had been adopted after much deliberation, and all agents interested had pledged themselves to maintain it. Owing the wretched opening of navigation, with scarcity of freight and low rates, the majority of vessel owners decided not to start until the middle of May. Few applications for insurance, consequently, were made. Some of the underwriters, getting little business themselves, and fearing that others were more successful, began to offer inducements to secure risks. To speak plainly, they cut the tariff. Other agents had to follow, and so it went—cut and slash. It was hardly to be expected that the companies could be kept together on so blue a freight outlook. The cutting went so far, it is understood, that the home officers of some of the companies protested. Then the western agents thought it would be a good thing to get all the agents together and cook up an agreement to restore rates to some uniform basis—not necessarily the original one—and stop any deeper cutting. It did not occur to them that, if they could not maintain uniform rates before any business had been placed, they certainly could not do so after cuts of various depths had been made. This is one of the things the western fellows found out after they arrived here. Three meetings were held, and nothing but talk resulted. It was shown that many risks had been placed at cut rates, and that all the agents had made promises or agreements to take others on a cut basis. This, of course, made it impossible to adopt

any mutual tariff. It was also stated that most of the risks placed the latter part of April had been taken at about 15 per cent. off the tariff, and that the first five days in December had been thrown in freely.

Now it appears that the western agents have made some sort of agreement to continue on the basis just mentioned. But how can they do so? Owners who may start their vessels now, or on May 15, or thereafter, cannot be expected to pay as high rates as did those who began sailing in April. And they will not do so. The anxiety will be on the side of the underwriters, and they will have to make further and proper reductions in rates. It is rather amusing that the demand for a restoration of rates should have come from Chicago, where the cutting business was started.

Chicago, too, did the principal kicking against the classification and valuation in the new hull register. Judging from the talk that came from that windy port, the register would have to be revised from begining to end. It was not a little remarkable, therefore, that not a word was said in any of the meetings about those classifications or valuations. The MARINE REVIEW already has explained how that part of the work was done for the register by a committee appointed by the general agents. Capt. Daniel McLeod, manager of the register, will in his first supplement increase the valuations of a few vessels that were made lower by his co-appraisers than he thought fair. Otherwise the register will stand.

An Idle Fleet—Labor's Merry War.

Special Correspondence to the MARINE REVIEW.

MILWAUKEE, Wis., May 7.—If any additional proof of the general dullness in the iron business,and consequently in the iron ore trade, were wanting it is afforded by the Inter-Ocean Transportation Company. The headquarters of this company are in Milwaukee, and its fine fleet of steamers winter here. Ordinarily, these steamers are the first to reach Escanaba in the spring, and among the latest to load there in the fall. They deliver ore to the Illinois Steel Company exclusively, at Milwaukee, at South Chicago, and at North Chicago. This season the 7th of May has been reached without any stir on the part of the fleet, nor is Manager Ricketson able to say when the order to move will be given. This inactivity is mainly attributable to the fact that the Illinois Steel Company has yet made no purchases of ore, there being a difference of 50 cents per ton between purchasers and sellers. Besides, the steel company is in no haste to rush ore into stock pending the continuance of the coke strike. Meanwhile the Inter-Ocean steamers are fitted out ready for business, with their crews on hand awaiting orders.

A very pretty fight has been going on at this port for some time, between the Lakefaring Men's Assembly, Knights of Labor, and the branch Seamen's Benevolent Association, organized under the auspices of General President Elderkin, under Federation of Labor auspices. President Dolan, through personal influence, holds the Lakefaring Men's Assembly together in the face of certain defeat in the end, because his bread and butter obtained without manual labor, depends upon the position he holds, and he therefore clings to it as a drowning man clings to a straw. Dolan opened the ball early in April by inspiring an assault upon the mate of the schooner Penobscot, who is a benevolent association member. This brought retaliation in Chicago and elsewhere by a refusal to recognize Dolan's cards and a refusal also to sail with men belonging to his assembly. But Dolan is full of expedients, and does not hesitate to bring them into play, no matter how unscrupulous they may be. Accordingly, he has managed to return a powerful blow through the Lumber Shovers' Union, a Knights of Labor organization, by inducing the members to refuse to unload vessels which carry Elderkin crews. In this way the schooners Conquest, Coral and barge Grace Grummond were held with their cargoes on board throughout Monday and the greater part of Tuesday. Now the benevolent association seamen threaten to place rival gangs of lumber shovers in the field as a means of punishment for Dolan's "aiders and abettors." And thus the battle goes on. Thus far the present season but little coal has been landed here, and nothing has consequently been heard of "queer work" on the part of members of the Coal Heavers' Union. Their exactions last season resulted in a threat on the part of the Northwestern Fuel Company to employ non-union men during 1891, and this threat has now been enforced. Thus the union has no foot-hold in two of the largest yards located here—the Coxe Brothers and the Northwestern Fuel Company—with a fair prospect of losing some of the large yards.

The fleet of grain and ore carriers which wintered here is slowly going into commission. The vessels are taking mainly grain cargoes from Chicago. The only vessel loaded here this week was the steamer George H. Dyer, at 1¾ cents for 55,000 bushels of wheat and rye to Buffalo.

Names of Davidson's "Big Four"—Other Shipyard News.

Special Correspondence to the MARINE REVIEW.

WEST BAY CITY, Mich., May 7.—The Davidson "Big Four" will be named the City of Berlin, City of Paris, City of London and City of Glasgow. The City of Berlin will be the first launched, Saturday, May 9, being set as the date. All four of the vessels will hail from Milwaukee. Capt. Davidson refuses to say, however, who will be the owners, although it is thought here that Ferdinand Schlesinger will have an extensive interest in the fleet. A small tug for Alpena parties is nearly completed at Davidson's yard. The "Big Four" are fitted with "Providence" steam capstans and windlasses.

The launch of the steamship Mackinaw, in two sections from Wheeler & Co.'s yard, Saturday afternoon, was a complete success. The after section, containing the boilers and machinery, was the first to be launched. In sliding down the ways the stern went considerably ahead of the forward part, and when the keel struck the water that portion of the vessel gave a big lurch that made the spectators think that she was going to capsize, but in a moment she began to right, and it was seen that this part of the launch was a success. Within half an hour the forward section was ready to launch, and this time the hull tipped so far that the water ran over the gunwale, but over 100 tons of ballast had been placed in her hold, and this weight served to bring the vessel, or part of a vessel, on an even keel again. The two parts of the vessel will be towed to Montreal, where they will be put together in the same manner as was the Keweenaw. The builders think that by launching the boat in halves and towing her to Montreal, instead of placing her in a Buffalo dry dock to be cut in two, that they will save about $5,000 in the cost of getting the ship to the seaboard and that fully two weeks of time will be saved. The passenger steamer F. & P. M., No. 1, is at Wheeler & Co.'s for a thorough overhauling.

Work on a steel twin screw steamer for the Nicaragua Canal Company will be commenced in a short time by Wheeler & Co. With the exception of repair work on several steamers, that is the only work in sight at that yard now. Capt. Davidson intimates that he will not let the grass grow in his yard this year, but just what he intends to do is a conundrum. The Monohansett will be here in a few days and will be given an overhauling before being put into commission by Capt. Davidson, her new owner.

Transhipment Rebates—Canadian Marine.

Special Correspondence to the MARINE REVIEW.

KINGSTON, Ont., May 7.—The Montreal corn exchange is now very quiet with regard to the government's refusal to give a rebate of tolls on grain transhipped for Montreal at Ogdensburg. One of the members being spoken to said that the silence of the trade is due to the belief that while the government does not openly authorize the rebate, the payment of it will be winked at, and the toll on grain going through the Welland canal to Ogdensburg for Montreal, will be just the same as last year. There will soon be grain at Ogdensburg for transhipment to Montreal and the question will then be settled.

James Richardson & Sons, of this city, lost their $12,000 elevator at Chatham, with several thousand bushels of wheat by fire recently.

The lumber mills in this section have been put in operation in consequence of a demand for lumber which sprang up recently. The demand now for sawed lumber is greater than for years, and some of the mills will run night and day.

Conditions at Toledo.

Special Correspondence to the MARINE REVIEW.

TOLEDO, O., May 7.—A good sized fleet is here unable to obtain cargoes. There is very little grain for shipment from this port. In the coal trade the strike which was threatened for May 1 held shipments back, as most of the coal being mined was disposed of to the railroad companies and other places where it could be used to avert a coal famine if the strike came. There is but little coal on the Toledo wharves at present, but the companies say that they will now get it here as fast as needed. Rates have not yet been settled and charters made thus far have been at about the same rates that prevailed last year, 50 cents to Lake Superior ports and 60 cents to Lake Michigan. Most of the ore that was left on Toledo wharves last fall has been disposed of during the winter and there is plenty of room.

S. C. Schenck, of the Lackawanna, is still bringing large quantities of hard coal from Buffalo at 30 cents.

Official Numbers and Tonnage.

The bureau of navigation, William W. Bates, commissioner, assigned official numbers to the following lake vessels during the week ending May 2: Steam—Griffin, Marquette, Mich., 8,144.56 tons gross, 1,526.50 net, No. 86,140; Wawatam, Marquette, Mich., 1,856.44 tons gross, 1,526.50 net, No. 81,324; W. H. Gilcher, Sandusky, O., 2,414.64 tons gross, 1,986.70 net, No. 81,326; Marina, Cleveland, O., 2,431.71 tons gross, 1,992.03 net, No. 92,282; Keweenaw, New York, N. Y., (built at West Bay City, Mich.), 2,511.40 tons gross, 2,004.25 net, No. 161,010, signal letters, K. J. H. T.; George Cooper, Milwaukee, Wis., 53.90 tons gross, 26.95 net, No. 86,142; H. J. Warren, Buffalo. N. Y., 34.58 tons gross, 17.29 net, No. 96,106; J. W. Ward, Chicago,Ill., 40 93 tons gross, 29.84 net, No. 76,940; R. T. Roy, Cleveland, O., 23.54 tons gross, 15.92 net, No. 110,910; W. H. Hill, Erie, Pa., 14.31 tons gross, 7.15 net, No. 81,325.

MARINE REVIEW.

DEVOTED TO THE LAKE MARINE AND KINDRED INTERESTS.

JOHN M. MULROONEY, ... } PROPRIETORS.
F. M. BARTON, ... }

HOMER J. CARR, - - - Associate Editor and Manager Chicago Office, 210 South Water Street.

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The books of the United States treasury department contain the names of 3,510 vessels, measuring 1,063,063.90 tons in the lake trade. In classification of this fleet the lakes have more steamboats of 1,000 to 2,500 tons than the combined ownership of this class of vessels in all other sections of the country. The classification is as follows:

Class.	Number.	Tonnage.
Steam vessels	1,527	652,922.25
Sailing vessels	1,272	328,655.96
Canal boats	657	67,574.90
Barges	54	13,910.09
Total	3,510	1,063,063.90

According to the report of William W. Bates, United States commissioner of navigation, 46 per cent. of the new tonnage of the country was built on the lakes during 1889. This is a percentage greater than the work of the Atlantic coast and western rivers combined, and almost equal to the whole work on the Atlantic and Pacific coast. In 1890 the tonnage built on the lakes is but very little less than that built on the Atlantic and Gulf coasts. Tonnage built on the lakes during the past five years was as follows:

	No. of boats.	Net Tonnage.
1886	85	20,400.54
1887	152	56,488.32
1888	222	101,102.87
1889	225	107,080.30
1890	218	108,515.00
Total	902	393,597.03

St. Mary's Falls and Suez canal traffic: Number of boats through St. Mary's Falls canal in 1890, 234 days of navigation, 10,557; tonnage, net registered, 8,454,435. Number of boats through Suez canal during 1890, full year, 3,389; tonnage, net registered, 6,890,014.

Annual tonnage entries and clearances of the great seaports of the world, for 1889: New York, 11,051,236 tons; all seaports in the United States, 26,983,315 tons; Liverpool, 14,175,200 tons; London, 19,245,417 tons.

Tonnage passing through Detroit river during 234 days of navigation in 1889, amounted to **36,203,606** *tons. Ten million tons more than the entries and clearances of all the seaports in the United States, and three million tons more than the combined foreign and coastwise shipping of Liverpool and London.*

Entered at Cleveland Post Office as Second-class Mail Matter.

PRESIDENT T. D. LEDYARD and other officials of the Michigan Central Railway Company visited Windsor one day last week and turned over a shovelfull of earth at the point where it is proposed to have the approach of the proposed tunnel begin. Chief Engineer Hawks performed this little ceremony with a brand new spade, and a big dinner followed. It was merely a ceremony, however, as it was meant for a technical compliance with the Canadian charter, which provided for the work being begun before May 1. The authority to construct a tunnel under the river has not as yet been given to anyone by the United States government, and, notwithstanding this formal move on the part of the Michigan Central, it has not been learned that the officers of that company have given up the idea of a high bridge. They will probably be heard from in the next congress.

IT would seem from the manner in which the people of Hancock and Houghton are dealing with the matter of a second bridge across Portage lake that there will be no need of vessel owners worrying over navigation being obstructed at that point. The citizens have secured authority from the general government to build the bridge under certain conditions, and from the state to issue bonds for its construction, but it would seem from the manner in which the county officials have been dealing with the Portage Lake Bridge Company, the corporation owning the bridge now in use, that the aim is to buy the structure and make it free. At last accounts the board of supervisors had decided to offer the bridge company $30,000 for the bridge, but it was not known whether the offer would be accepted or not.

A MOVEMENT has been started in England to provide for an international system of buoys. The matter was overlooked at the International Marine Conference, Washington. The advantage of uniformity in the matter of aids to navigation will be appreciated at once. But in addition to this an effort will be made to have maritime nations contribute to a fund which shall be used for the purpose of marking of important channels that belong to no nation. If the former plan succeeds the lakes would shortly be included in the provision. In fact the gas buoys already provided for will probably be the universal choice of all maritime powers.

THE attention of the senatorial committee on Canadian relations, in session in Detroit last week, was directed to the existing trouble regarding wrecking in the waters of the two countries. Senator Gray and other members of the committee pronounced the laws as they now stand a disgrace to humanity and civilization. The last congress agreed to reciprocity in wrecking on the lakes but Canada would not meet the offer. It was probably not the disposition of the Canadian people that caused this offer to be rejected. The Canadian wrecking companies, several of which are backed by American capital, had most to do with it.

IT is unfortunate that the war department did not succeed in arranging details connected with the transfer of the Portage lake canals to the government in time for the opening of navigation this season. Detail in connection with titles still delays the transfer, although the appropriation was secured by the river and harbor bill of September last. Tolls are being collected, but the work of dredging has been suspended by the canal company and it is now given out that an announcement of the purchase may be expected from Washington at any time.

THE Canadians are seeking reciprocity and at the same time favoring their own tonnage and their own shipping ports in matters pertaining to Welland canal tolls, in which all tonnage should be treated alike. Would it not be well at this time to call the attention of our government to the injustice of the present system of rebates on grain. The MARINE REVIEW will do its share in presenting this question to the officials in Washington. We will publish next week from an excellent source an article bearing on this matter of tolls.

Canadian Ranges at the Lime-Kilns.

A circular from William Smith, deputy minister of marine, of Canada, says regarding the new crib lights at the Lime-Kilns: "The temporary range lights, maintained by the Canadian government below the dredged channel at the Lime-Kiln crossing in the Detroit river, opposite Amherstburg railway station, will be discontinued on May 1, and replaced by two permanent structures which will show the alignment of the centre of the 400 feet wide dredged channel. The buildings consist of iron skeleton towers, surmounted by metal lanterns. The front light is situated on a crib-work pier in 6 feet of water, opposite Fort Malden on the east and the head of Bois Blanc island on the west, above Amherstburg. This light will be fixed white, elevated 31 feet above the ordinary level of the river, and should be visible two miles in the line of range. The illuminating apparatus is catoptric. The height of the tower from the pier to the vane on the lantern is 30 feet. The back range building is situated 890 feet S. 1-10 E. from the front light, on a pier in 4 feet of water. The light will be fixed red, catoptric, elevated 51 feet above the water, and should be visible two miles in the line of range. The height of the tower is 50 feet. The alignment of these lights can be kept from its intersection with the alignment of the head of Bois Blanc island range northward to its intersection with the alignment of the United States range lights at the head of Grosse isle. The magnetic declination at this point is about 45 minutes westwardly."

Around the Lakes.

W. D. Phillips is the new collector at South Chicago.

The steamer D. W. Powers received a rebuild at Ludington.

Charles J. Robb is the new customs collector at Michigan City, Ind.

The steamer Brazil was 160 bushels short in her Chicago grain cargo.

The Northern Queen was the first line boat to arrive at West Superior.

Engineer Durr, of the City of Racine, lost his right arm while examining a bearing.

The steamer New Orleans struck at the Lime-Kiln crossing, Friday, and broke her wheel.

The steamer Hiram Dixon was the first arrival at Port Arthur. She reached there May 1.

The steamer Vestry was sold at Chicago recently to W. A. Russell by H. L. Larson for $3,000.

Williams, Dougherty & Upham will do $25,000 worth of government dredging at Grand Marais, Minn.

The R. L. Fryer received $7,000 worth of repairs at Milwaukee and her engines are now on the lower deck.

Toledo tug men have organized, and the Schenck is the only wild tug there. She is big enough to take care of herself.

At last the site for the Ashtabula life saving station has been determined upon. It will be located on the Lake Shore pier.

Canadian authorities attempted to seize on tugs that released the Holland and consorts from the Neebish. The tugs escaped.

Capt. Thomas Judd will command the passanger steamer Nyack. Capt. Rhynas has gone into the Ward Line steamer Moran.

The propeller Arabia went up with a jacket on as a result of grounding at Lime-Kiln crossing. She had 1,000 tons of hard coal for Chicago.

Capt. Ed. Kelley, supervisor of the building of the three light-ships at Craig's Toledo yard, says they will be ready for planking within ten days.

The colors of the steamer N. Mills were at half mast, Tuesday, owing to the death of the wife of N. Mills, vessel and mill owner, Marysville, Mich.

The T. S. Christie arrived at Ashtabula, Monday, with the first load of ore from Escanaba. She brought down the first load last year, arriving April 24.

The secretary of the treasury has awarded the contract for supplying coal to the vessels and stations of the Tenth light-house district to Seldon Munger, of Buffalo, at $4.40 a ton.

The steamer Livingstone was saluted from Fort Brady, Duluth, for the honor of being the first vessel to arrive at the head of Lake Superior. The tug Bennett preceeded her one day.

Joseph R. Oldham says the owners of the ferry boats Duluth and Superior, built by the Cleveland Dry Dock Company, are well pleased with their investment and say they are successful ice-breakers.

Capt. W. H. Hargrave has purchased the schooner Typo from the Demass estate for $5,250. The schooner Evaline Bates, owned by Thomas Jones, Chicago, was sold to W. E. Russell for $2,500.

The Viking and her consort Michigan have a sure thing, apparently, for down cargoes this season. They take ties from Alpena for the Lehigh Railroad at Buffalo. The S. C. Hall tow is in the same trade.

The Kelley Island Lime and Transport Company has the contract for furnishing all the stone for the Sault canal. The stones will be 3 x 3 x 6 feet and a bonus of $35,000 will be paid if the contract is finished in two years.

The dredging contractors C. F. and H. T. Dunbar and M. Sullivan, have combined forces under the firm name of Dunbar & Sullivan. Between them they have three stations of the Hay lake channel work. The combining of contracts will enable them to work to better advantage and more economically in several ways. Dunbar & Sullivan will employ a force of 125 men, which with the operations of Carkin & Stickney will make Hay lake a scene of activity.

The propeller Escanaba, which was tied up on a libel gotten out by the owners of the Canadian schooner Merritt, of the Tilley tow, has been bonded and released. The two were in collision last fall. The schooner's claim is about $3,000.

The report of the Wisconsin legislative committee that $81,800 was due the Sturgeon Bay Canal Company indicates that vessels must pay the regular toll of three cents per ton until the state pays that amount. There is over $7,000 due from vessels that refused to pay tolls last year.

The schooner White Cloud has been sold to eastern parties, and as soon as she unloads her cargo she will leave for the Atlantic coast, where she will be put into trade between Long Island Sound and Philadelphia. The White Cloud was built at Clayton, N. Y., in 1853 and measures 231 tons.

Rumor has it that Capt. James Davidson received the steamer Monohansett and $50,000 from Messrs. Hadley, Hubbard and others of Toledo for the new steamer Panther, sold recently. The Panther has a valuation of $95,000 in the new register, and the Monohansett is valued at $30,000.

The bidding for the salt water tug Sea Gull was very stiff at Detroit. Bids ran up to $14,950, when she was sold to Stephen Baldwin. It is understood that she will be used as formerly by Reid, the wrecker. She will get a new boiler and receive repairs by the Cleveland Ship Building Company.

The Two Rivers, point light was visible from Ludington, the greater part of the night of Sunday, April 19. It strikes the people of that place as somewhat strange to see a light a distance of seventy miles. Two Rivers point light is a third order lense light varied by white flashes every 30 seconds.

The contract for the St. Mary's river patrol, mentioned in the REVIEW several weeks ago has been awarded to P. M. Church, of Sault Ste. Marie, for $4,000. The tug Pioneer will be used. Reports of missing or misplaced buoys should be made to the officer in charge of the tug or at the canal office.

E. J. Hingston, of Buffalo, was the only bidder for dredging 30,000 cubic yards at Oswego His price was 23½ cents per yard. Mr. Hingston also was one of the bidders for dredging 100,000 yards at Charlotte, at 13⅞ cents. The lowest bidder for that work was W. J. Daly, Ogdensburg, 11.9 cents.

Last year the canal tariff on coal coming from upper lake ports was reduced from 20 to 10 cents for Canadian vessels, the object being to aid the native craft to get a share of the through coal traffic This season the old rate has been restored. The lower rate did not yield enough revenue to defray the cost of inspection.

The statement that Capt. Duncan McLachlan, who goes into the Greyhound this season, was in command of the big steamer City of Detroit when she struck Dougall rock was erroneous. Capt. Duncan McLachlan, who will sail the Greyhound, was in command of the old City of Detroit, running in the excursion business between Cleveland and Put-in Bay last season, and was successful with her. Capt. McLachlan, who left the big steamer City of Detroit recently, will sail the excursion steamer this season.

In connection with the letting of contracts for coast light-house tenders, David Bell of Buffalo, writes to the Buffalo Courier: "In 1871 I built the revenue cutter Hamilton; in the same year the Gallatin; and, in 1873, the G. S. Boutwell, all built of iron for the revenue service on the seaboard. One of them was stationed at Boston, another at Philadelphia, and the other on the southern coast. These were dispatched from Buffalo via the Welland canal, and have been, and are to-day, considered the fastest boats in the revenue service. In reference to the Boutwell I demonstrated the value of the compound engine, showing that, with twin screws and the high pressure cylinder exhausting into the low-pressure, the wheel was driven with the low-pressure quite as fast as with the high-pressure."

Lake Superior vs. Great Britain.

A government report shows that the total quantity of coal and iron ore wrought in the different districts of Great Britain in 1890 was 189,731,764 tons, of which 181,614,288 was coal and 8,117,476 ironstone. The Lake Superior iron ore districts produced 9,003,701 gross tons during 1890. Great Britain produced 4,874,123 tons of other minerals, including fire-clay, oil-shale, etc. There was an increase of 4,697,564 tons of coal, but a decrease of 153,066 tons of ironstone.

Iron Mining.

VALUE OF LEADING STOCKS.

Quoted by Chas. H. Potter & Co., No. 104 Superior St.

Stocks.	Par Value.	Bid.	Asked.
Cleveland Iron Mining Company	$ 25 00	$ 15 00	$ 16 00
Champion Iron Company	25 00	80 00	90 00
Chandler Iron Company	25 00	39 00	40 00
Chicago and Minnesota Ore Company	100 00	.....	100 00
Iron Cliffs Iron Company	50 00	.....	120 00
Jackson Iron Company	25 00	90 00	100 00
Lake Superior Iron Company	25 00	62 00	65 00
Minnesota Iron Company	100 00	68 00	70 00
Pittsburg Lake Angeline Iron Co	25 00	145 00	150 00
Republic Iron Company	25 00	26 50	28 50
Michigamme	25 00	.....	5 00

In the list of quotations at the head of this column prices of iron mining shares are again lowered and there is less comfort in the situation than at any time since the beginning of the labor troubles that have shut off the demand for Lake Superior ores. Quotations on Champion, Chicago and Minnesota Ore Company, Lake Superior and Michigamme are marked down noticeably and in most other cases the fignres are nominal, as there is little or nothing in the way of transfers of stock. Republic has declared a 50 cent dividend payable Monday.

The Anvil is attracting most attention among Gogebic mines. A new find of high grade Bessemer ore, nearly 100 feet in width, is reported from this mine. The Anvil was one of the first mines developed on the Gogebic range and has had many ups and downs. About a year ago the ore gave out and shipments for the season were less than 45,000 tons. Since that time a new shaft has been sunk, resulting in the present find. The Anvil has begun shipping some ore to Ashland to relieve its stock pile. On the other hand the Pence mine on the same range has concluded to suspend most of its operations and it is thought that the Montreal and Section 33 will also cut down working forces.

Several destructive fires have occured in some of the best properties within the past few days. At the Ludington mine a shaft house and ore pocket were consumed and the shaft damaged to such an extent that it will require several weeks to repair it. Timber lands on the property of the Iron Cliff Company have suffered to an unusual extent, 1,500 cords of wood and a charcoal kiln being destroyed in one place. At the Pioneer furnace 250,000 bushels of coal, valued with the building in which it was stored at $30,000 and only about half covered by insurance, was destroyed.

The firm of Runyon, Stubbs & Mack, Cleveland ore dealers, by mutual consent was dissolved May 1, Mr. Stubbs retiring therefrom. The business will hereafter be conducted by W. C. Runyon and W. E Mack, under the firm name of Runyon, Mack & Co.

Cleveland Matters.

Joseph R. Oldham, N. A., has gone to Washington to assist in the census office in the preparation of information regarding maritime matters.

The Ossifrage left Cleveland for Lakeside and Put-in-Bay on her first trip Wednesday. She will make the trip twice a week until further notice.

Cleveland members of the American Boiler Manufacturers' Association have been notified of the annual meeting to be held in St. Louis on the 12th inst.

A report from Gen. Poe shows that the movement of freight through the Sault canal during the few days of navigation in April was 16,644 tons and the number of passengers 318.

Robert Ray, the Chicago admiralty attorney, is in the city, taking depositions in the case of the owners of the steamer Ionia against M. J. Cummings, Oswego, on account of a collision between the Ionia and Monteagle.

Secretary of the Treasury Foster has presented Frederick T. Hatch, keeper of the Cleveland breakwater light, with a gold emblem, as a second recognition from the government for bravery in saving lives from drowning.

The Zack Chandler arrived at Cleveland, Monday, in tow of the A. J. Smith and was put in the Ship Owners' dry dock for an overhauling. She has been lying at the Sault since she was released from Deer Park last season.

The Freight Situation.

Conditions surrounding the ore trade grow more discouraging with each succeding week and the only hope is in improvement toward the latter part of the season, an expectation that seems warranted by the outlook for good crops, a heavy movement in coal and a general feeling that the present depression in the iron market must clear up when confidence is restored by an ending of the present labor troubles, of which the lakes seem to have more than their share. It can be safely said that sales of ore made so far do not aggregate 1,000,000 tons, as there is nothing of importance to report outside of the sales of the Republic company and the few deals made by Gogebic mines several weeks ago. Three or four boats caught at Lake Michigan ports, among them the schooners Winslow and Alice B. Norris, have been forcing Escanaba shippers for loads and have been placed for single trips at 65 cents. It is said also that one block of 20,000 tons to go to Buffalo from Escanaba and to run into November has been covered by a Buffalo broker at 70 cents a ton, but if such a contract has actually been made the shippers in the transaction do not seem anxious for publicity regarding it, as it is certainly demoralizing to all interests. Among other discouraging features is an announcement that the Lake Superior Iron Company has laid off about 100 men and that the companies are curtailing the output to a degree even greater than was expected a few months ago. This action is based mainly upon the light consumption of ore during the past season. When navigation opened last year there was about 1,000,000 tons of ore on Lake Erie docks and receipts of the season brought the total up to about 7,500,000 tons. According to figures prepared a short time ago it is certain that there is still full 2,000,000 tons on docks, so that the consumption of the past year has not been above 5,500,000 tons.

The low draft of water, a reduction of almost a foot, together with crowded docks and a consequent scarcity of cars causing delays, will all tend to reduce profits of vessel owners early in the season, but these conditions must reduce the tonnage movement and in this there is hope of improved fall freights. On every hand there are labor troubles also that will delay matters. In addition to strikes of engineers and firemen aboard the boats and the usual opposition from union sailors, an early suspension of all business at the ore docks is expected, as the ore handlers have refused to accept a reduction announced by the dock managers, and at the ore shipping ports the ore trimmers have organized to resist a cut of 3 cents a ton in their wages.

Another Government Contract for Cleveland.

The Cleveland Ship Building Company were the lowest bidders for the construction of the light-house tender Amaranth. Bids opened at Washington, Tuesday, were as follows: Cleveland Ship Building Company; $68,000; Globe Iron Works Company, $69 250; Craig Ship Building Company, $71,494; Detroit Dry Dock Company, $82,500; Union Dry Dock Company, $82,850. The Amaranth will be used as an engineer's construction boat in the 9th and 11th light-house districts. She will be completed in eight months. Her dimensions are 160 feet over all and 28 feet beam. This is the boat that will take the place of the Dahlia in the light-house service.

This contract with the one taken by the Globe Iron Works Company will keep Cleveland yards busy during the summer. A month ago it was generally thought as there would be no work the yards would be shut down.

Private Light Question Settled.

The private light question has been settled on practically the same plan that was followed a year ago, and the assessment to owners of steam vessels will be a fraction lighter at 1½ cents a ton. The lights are now in operation. Capt. James Millen, of the Detroit Vessel Owners' Association, Capt. Geo. P. McKay, of the Cleveland Vessel Owners' Association, and Mr. C. H. Keep, of the Lake Carriers' Association, met in Cleveland, Tuesday, with Messrs. Hackett and Duff, keepers of the Canadian lights in the vicinity of Amherstburg, and after talking over the situation it was agreed that $5,800, necessary for the lights below Detroit and at Point Edward, can be secured if all vessel owners will pay proportionately.

Instructions for Navigating Narrow Channels.

At the annual meeting of the Lake Carriers' Association a committee, consisting of Capt. Thos. Wilson, Ira H. Owen and W. Bullard, was appointed to draw up a uniform code of instructions to masters for navigating narrow channels of the lakes. Their report has been submitted and will be acted upon May 11 by the association board. Secretary Keep desired general publicity be given the report before it was acted upon, and he furnishes the following copy to the REVIEW:

"So many crafts are now passing through the rivers, involving so much risk of collision, that masters are directed to carefully observe the following instructions in connection with the statutory rules and the inspector's rules:

1st. Observe the rules of navigation and be especially careful to have a distinct understanding by means of signals, at the distance of more than half a mile, as to which side you are to pass any steamer that you are about to meet.

2d. Do not meet or attempt to pass vessels where the channel is crowded, but keep back out of the way.

3d. In every case of meeting another craft, signal with your whistle whether the other vessel signals or not, and whenever in any part of the rivers you meet a steamer which fails to signal for passing, enter the facts at the time in your log, and on your first arrival in port report the facts to your owner or manager.

4rh. Reduce the speed of your ship by checking, in all narrow and in all shoal places and when meeting other crafts, unless you can give such crafts so wide a berth that the displacement of water or suction cannot effect either vessel, and when going up give a descending boat the preference in narrow water, especially at the Neebish and the Lime-Kiln crossing.

5th. When overtaking another craft, before attempting to pass her in any case, give the proper signal to indicate which side you will attempt to pass, and in all cases where an overtaking steamer is about to pass you, and blows the proper signals indicating which side she will take, answer such signal according to the circumstances. If you have doubt about her ability to pass safely take the extra precaution to promptly give the signal indicating such doubt.

6th. Do not attempt to pass any craft going the same way unless you can give her a wide berth, so that the suction or displacement from your vessel will in no way cause the other boat to sheer.

7th. If another craft attempts to pass you in narrow or shoal water, blow to her the danger signal, and if she persists in trying to pass you close enough for the suction of either boat to affect the other, or in any case within 200 feet, blow again the signal, and if she still persists in trying to pass, and if you can do so with safety to your own or other crafts, check your boat down, give the passing craft all the room you can and let her go by; but in every such instance you must at the time enter such facts in your log and report the same to the owner or manager of your boat on your next arrival in port.

8th. In all cases where prudence and careful seamanship require, slacken your speed, and in all cases of doubt stop your engines and if necessary promptly stop the headway of your ship by reversing."

THOS. WILSON,
Chairman of the Committee.

Record of Wrecks.

The first serious disaster of the season was the loss of the schooner Atlanta with five of her crew. In tow of the Wilhelm she weathered the gale until Monday morning when the line parted and she foundered about twenty miles northwest of life-saving station No. 10. The life savers reached the Atlanta in time to save two of the men but Capt. J. L. Knowlton and four men, Frank Durelle, mate, Desore, seaman, and two unknowns had been washed away. The Atlanta was owned by Eastman, Saginaw, was rated A1 and valued at $28,000.

Mr. Schlesinger is Out of Them.

The four big wooden steamers built by Capt. James Davidson, of West Bay City, under an agreement with Ferdinand Schlesinger, are about ready to go into commission, but they are still the property of Capt. Davidson, and are for sale. The big ore dock at Ashtabula, which Mr. Schlesinger was to equip, will also fall into other hands. These matters were not settled until a few days ago, but the information comes from official sources.

"THE MICHIGAN"

ISSUES POLICIES ON HULLS AND CARGOES ON FAVORABLE TERMS. IT IS FOR THE INTEREST OF THE OWNERS OF THE LAKE MARINE TO BUILD UP A HOME COMPANY BY THEIR PATRONAGE.

AGENCIES AT PRINCIPAL PORTS.

PROPOSALS FOR CHANNEL EXCAVATION. U. S. Engineer Office, Buffalo, N. Y., April 30th, 1891. Sealed proposals, in duplicate, for excavation of material at the following points, will be received at this office until 2 P.M., on Saturday, the 30th day of May, 1891, and opened immediately thereafter in presence of bidders: Olcott Harbor, N. Y., between the piers, Oak Orchard Harbor, N. Y., between the piers, Niagara River, N. Y., near Strawberry island. The attention of bidders is invited to Acts of Congress, of February 26, 1885, and February 23, 1887, vol. 23, page 332, and vol. 24, page 414, Statutes at Large. Specifications, general instructions to bidders, blank forms of proposal, or necessary information, will be furnished on application to this office. The United States reserves the right to reject any or all proposals. AMOS STICKNEY, Major of Engineers, U. S. Army. May 28.

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EUGENE L. ELLISON, 2d Vice-Pres't. GREVILLE E. FRYER, Sec'y & Treas.
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Capital, paid up in cash $3,000,000 00
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Commercial Union Assurance Company, Limited,

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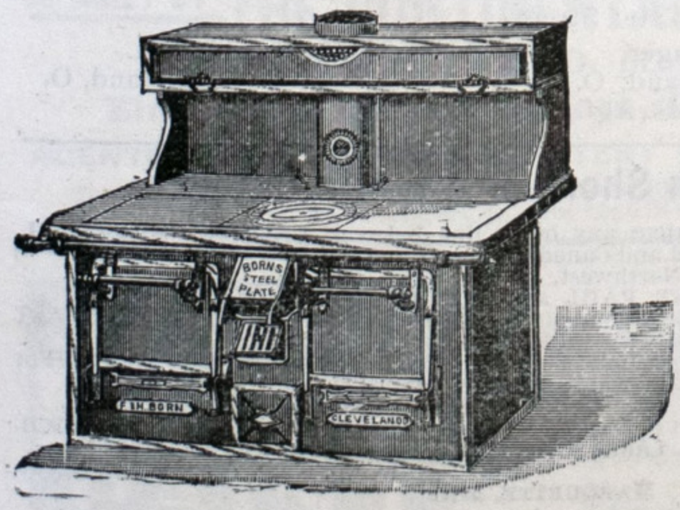
General Agents,
MILWAUKEE, WIS.

INSURES HULLS, CARGOES and FREIGHT.

Local Agents at all Lake Ports.



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Every Range Warranted. Adapted for Hard or Soft Coal, Coke or Wood.

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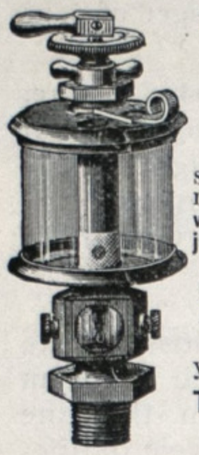

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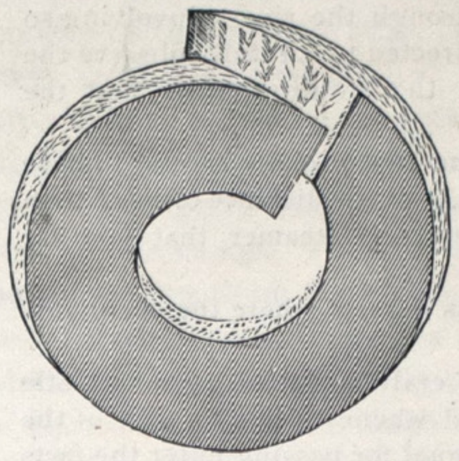

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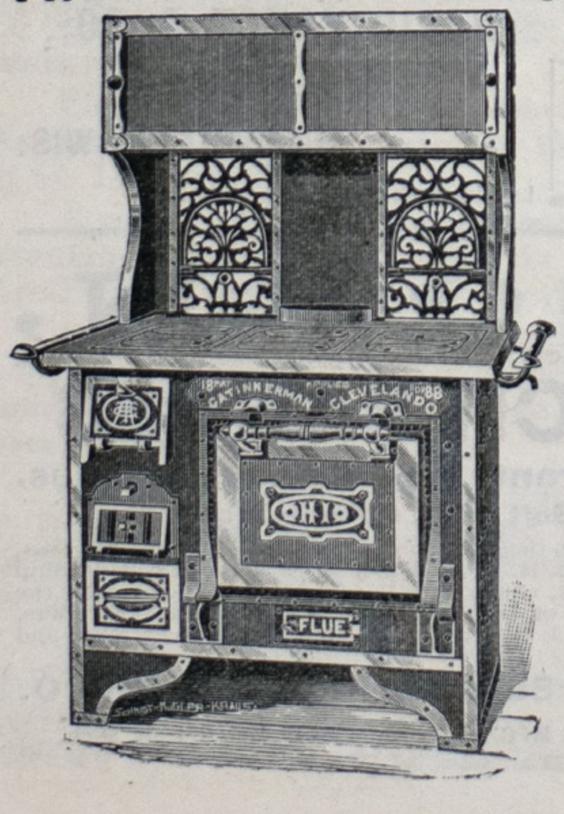

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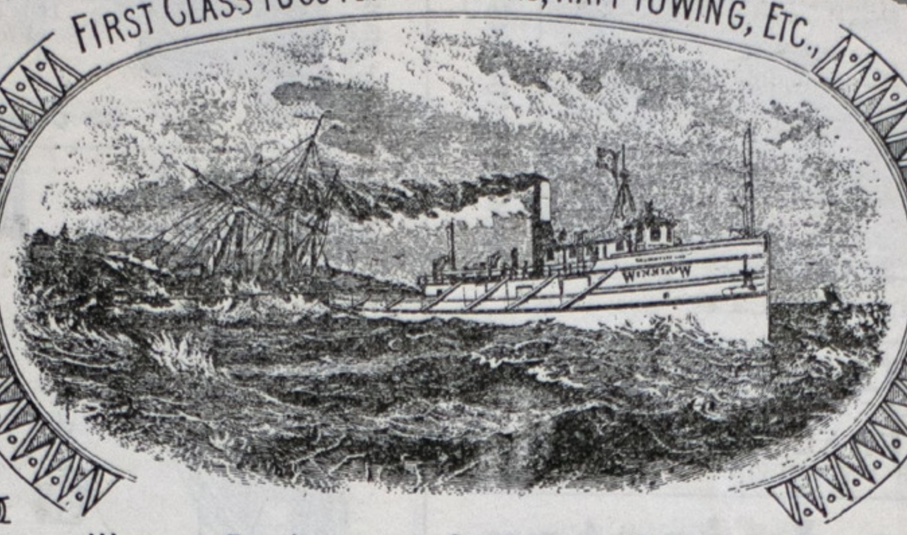

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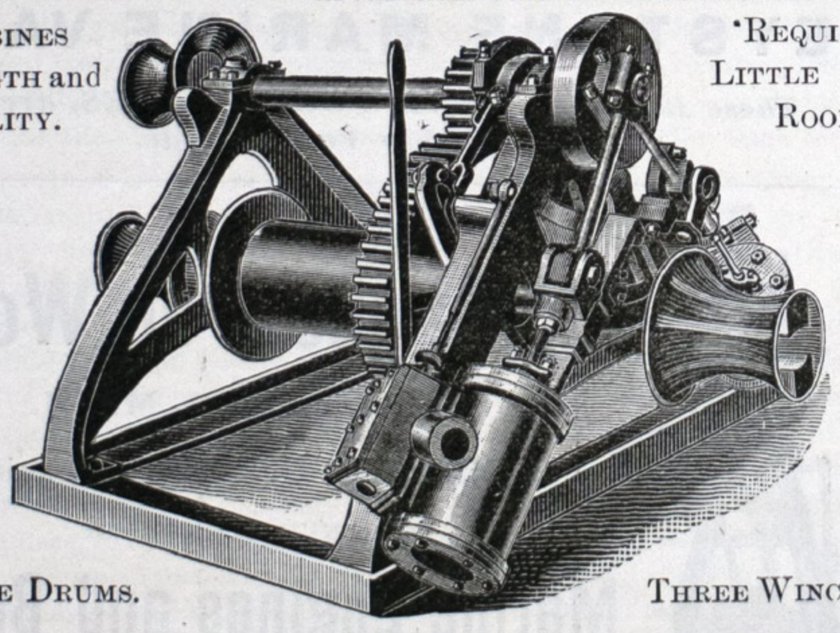

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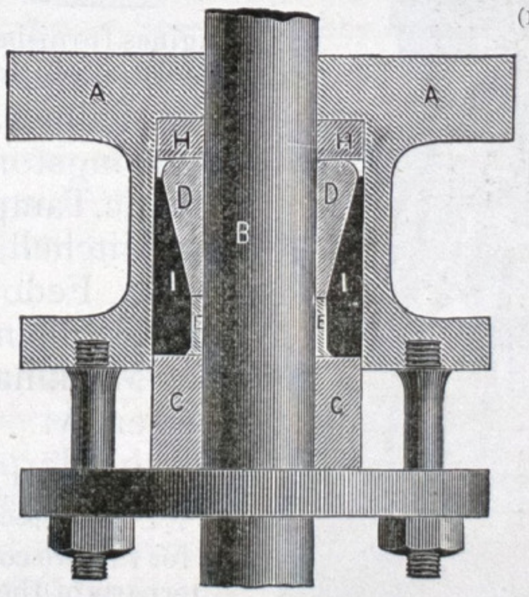

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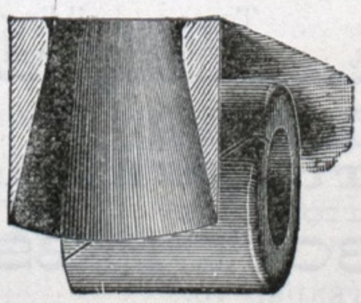

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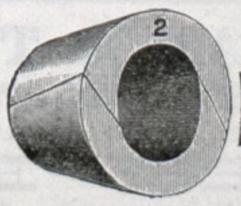

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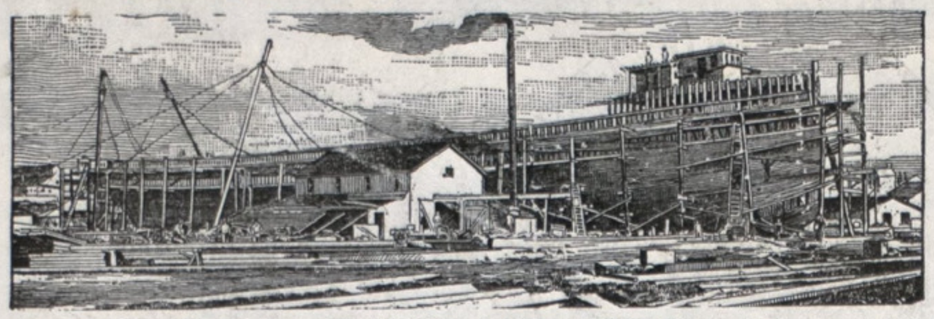

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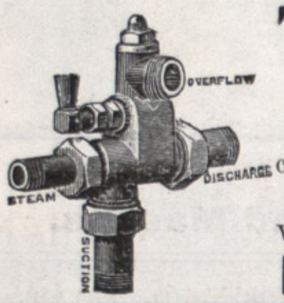

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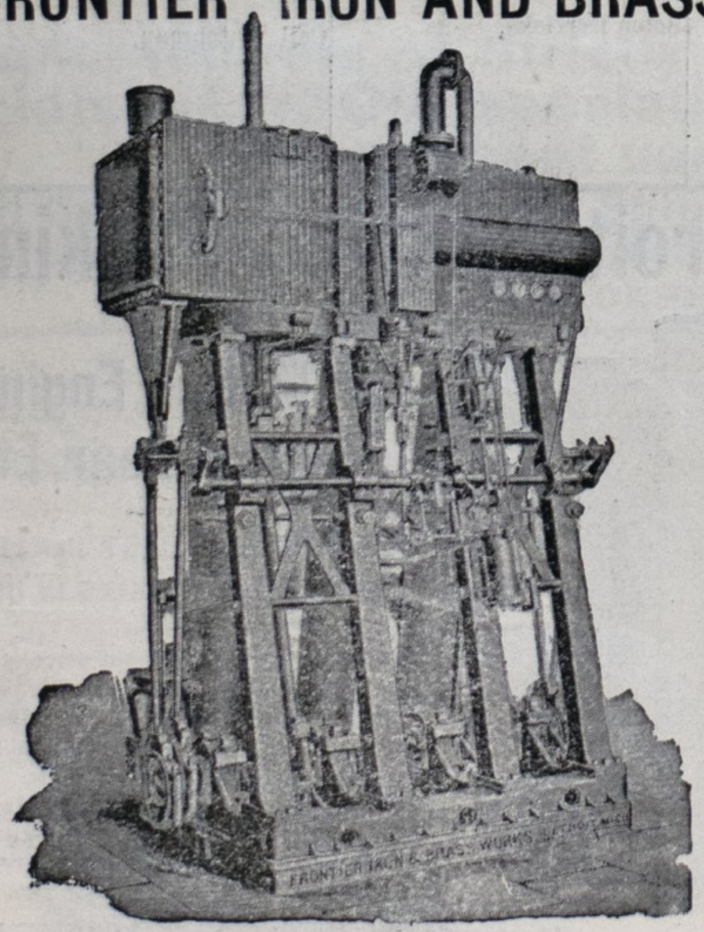

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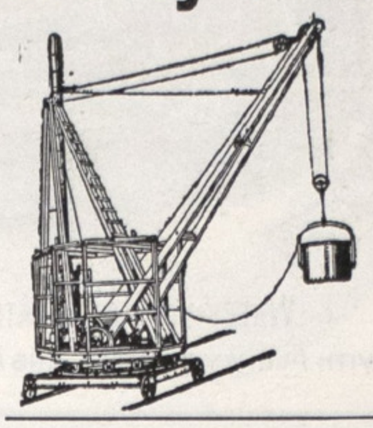

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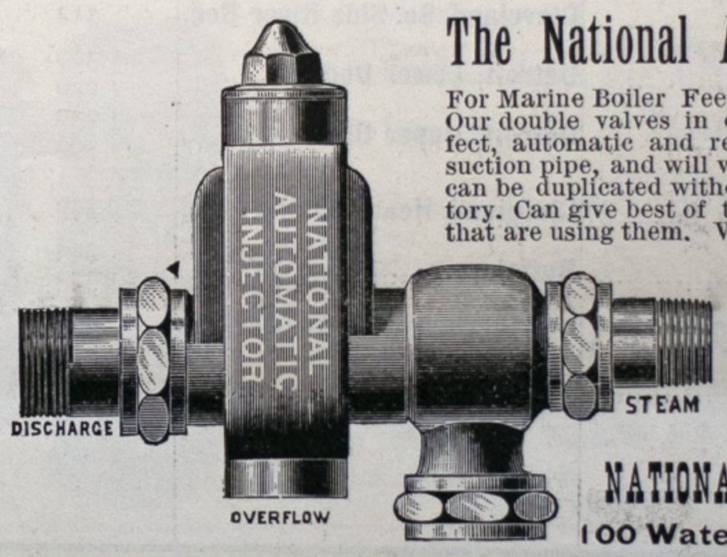

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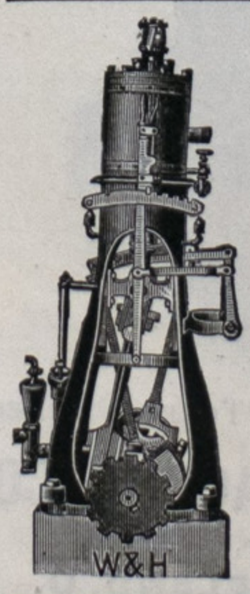

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